

PART I - GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY Fighter Squadron ONE TWENTY ONE		2. DATE OF ACCIDENT 31 July 1963		TIME (ZT) 1415T	3. SERIAL NUMBER 3-63A
4. TO: Commander, Naval Aviation Safety Center		5. ENCLOSURES: (1) See Index of Enclosures			
6. VIA (1) Commanding Officer, FITRON 121					
(2) Commander Carrier Air Group TWELVE					
(3) Commanding Officer, VMP(AW)-513					
(4) Commander Naval Air Force, Pacific Flt					
7. REPORTING CUSTODIAN (if different than item 1. above)		8. ACTIVITY OPERATING A/C (if different than item 7.)			
9. KIND OF FLIGHT 1A1	10. TIME OF DAY <input type="checkbox"/> DAWN <input checked="" type="checkbox"/> DAY <input type="checkbox"/> DUSK <input type="checkbox"/> NIGHT	11. LOCATION OF ACCIDENT 33-19.3N 117-51.4W		12. ELEVATION ABOVE SEA LEVEL Sea level	
13. PLACE OF LAST TAKE-OFF NAS Miramar		14. CLEARED: FROM NAS Miramar TO NAS Miramar			
15. TYPE CLEARANCE <input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR <input type="checkbox"/> DIFR <input checked="" type="checkbox"/> LOCAL <input type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input type="checkbox"/> DIRECT <input type="checkbox"/> OTHER (Specify)					
16. TIME IN FLIGHT 7 minutes		17. TYPE ACCIDENT Collision with water uncontrolled		18. PHASE OF FLIGHT Climb	
19. MODEL F-4B	20. SERIAL NO. 151005	21. DAMAGE TO A/C <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F		22. DOLLAR COST \$4,207,000	23. AIRSPEED (Kts.) UNKNOWN
24. A/C WEIGHT 41,000 lbs		25. LIST MODEL, SER. NR., REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete on OPNAV FORM 3750-1 for each A/C involved)			

SECTION B - PERSONNEL DATA

1. NAME (Last, first and middle initials) SMITH, George W. G. Jr.		2. RANK 1st LT	FILE SER. NO. (b) (6)	DEPT. 7333	BRANCH OR SERVICE USMC	3. AGE (b) (6)	4. YRS. OF EXP. DATA 1 2/3	5. BILLET Pilot	6. POSITION Front Cockpit A	7. INJURY CODE
GUERNSEY, Charles H.		LT	(b) (6)	1350	USN	-	-	RIO	Rear cockpit G	
PERSONNEL		8. OFT - OPERATIONAL FLIGHT TRAINER AVAILABLE USED		9. CPT - COCKPIT PROC. TRAINER AVAILABLE USED		10. UNIT TO WHICH PERSONNEL ARE ATTACHED VMP(AW) 513		11. TYPE INSTRUMENT CARD <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL		
PILOT		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>		
RIO		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		YES <input type="checkbox"/> NO <input type="checkbox"/>		
ITEM		PILOT		CPT		ITEM		PILOT		CPT
ALL MODELS		716.3		1474.0		CV LANDINGS DAY/NIGHT		16/0		44/12
ALL MODELS IN LAST 12 MONTHS		243.6		183.2		FCLP LANDINGS DAY/NIGHT		151/0		NA
ALL MODELS IN LAST 3 MONTHS		42.8		40.5		INSTRUMENT HOURS LAST 3 MONTHS		8.4		NA
ALL SERIES THIS MODEL (Item 25)		A/C		22.1		NIGHT HOURS LAST 3 MONTHS		4.0		4.9
ALL SERIES THIS MODEL LAST 12 MONTHS		OFT / CPT		1.0/2.5		TOTAL HELO. HRS. (Jth. AAR Only)		-		-
ALL SERIES THIS MODEL LAST 3 MONTHS		A/C		22.1		TOTAL JET HOURS (Jth. AAR Only)		349.5		472.8
ALL SERIES THIS MODEL LAST 3 MONTHS		OFT / CPT		1.0/2.5		LAST FLIGHT, ALL SERIES THIS MODEL		DATE		7/30/63
ALL SERIES THIS MODEL LAST 3 MONTHS		A/C		22.1		LAST FLIGHT, ALL SERIES THIS MODEL		DATE		7/30/63
ALL SERIES THIS MODEL LAST 3 MONTHS		OFT / CPT		1.0/2.5		LAST FLIGHT, ALL SERIES THIS MODEL		DATE		7/30/63
NAME (Last, first and middle initials)		RANK		FILE/SERVICE NO.		ORG. TO WHICH ATTACHED		INJURY CODE		BILLET
1.										
2.										
3.										
4.										
5.										

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1. CEILING 150 1800	2. VISIBILITY 6H	3. RELATIVE WIND DIRECTION 270 REL / 6 KTS	4. TEMPERATURE DAY - 71° SURFACE - 73°	5. DEW POINT 63	6. ALTIMETER SETTING 29.97
7. OTHER WEATHER CONDITIONS (include aloft, icing levels, sea state, etc. if pertinent to accident) Winds 30000 250/10					

8. FACTOR	9. FACTOR
(b) (5)	

1. DATE DEPLOYED	2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED	3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS
4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED	6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

1. AC HISTORY	DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
	3 JUL 63	1	1	NA	NA	56.8	ACCEPT	42.9	19
	ENGINE MODEL	ENGINE SERIAL NO.							

1	Port	179-GE-8A	421030	NA	NA	56.8	ACCEPT	42.9	19
2	Stbd	179-GE-8A	421034	NA	NA	56.8	ACCEPT	42.9	19
3									
4									

a. DID FIRE OCCUR		b. DID EXPLOSION OCCUR IN FLIGHT?	
<input type="checkbox"/> BEFORE ACCIDENT	<input type="checkbox"/> AFTER ACCIDENT	<input checked="" type="checkbox"/> DID NOT OCCUR	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
c. CHECK IF APPLICABLE		d. FILED COMPONENTS INVOLVED	
<input type="checkbox"/> AMP-FUE SERIAL	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	UNKNOWN	

CHECK ITEMS PRESENT IN THIS ACCIDENT

a. <input type="checkbox"/> A/C DESIGN	d. <input type="checkbox"/> UNDETERMINED	e. <input type="checkbox"/> SURFACE FACILITIES
b. <input checked="" type="checkbox"/> A/C EQUIPMENT	f. <input type="checkbox"/> TECHNICAL INSTRUCTION	h. <input checked="" type="checkbox"/> HUMAN ENGINEERING (e.g., Cockpit configurations, etc.)
c. <input type="checkbox"/> MAINTENANCE	i. <input type="checkbox"/> OTHER (Specify)	

a. AIRSPEED AT MALFUNCTION	b. AIR SPEED	c. OPERATING TEMP.	d. WEIGHT OF A/C	e. C.G. (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
UNKNOWN	UNKNOWN	UNKNOWN	410000 lbs.	33%	JP-5	UNKNOWN
h. REMARKS ON FUEL CONTAMINATION			i. CRACK OF ENGINE PULVER OR PLUGOUT			
NA			NA			
j. FUEL SYSTEMS, REGULATORS, CARBURETORS (List stock and acc. nos., give draw down rate or equivalent)			k. EXTERNAL STORES ATTACHED A/C			
NA			Centerline tank			

(If additional space is necessary, attach additional sheets)

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PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

1. GENERAL. a. BASIC FACILITIES INVOLVED, DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

a. CLEARANCE AUTHORITY	i. WATER LANDING AREA	q. CRASH AND RESCUE
b. FLIGHT PLANNING INFORMATION SOURCE	j. APPROACH ZONE	r. SEARCH AND RESCUE
c. LANDING AIDS (GCA, CCA, ILS, etc.)	k. END ZONE (Over run)	s. CATAPULT
d. TRAFFIC CONTROL TOWER (Field or Ship)	l. SHOULDERS	t. ARRESTING GEAR (Carrier)
e. APPROACH AND ENROUTE AIDS TO NAVIGATION	m. TAXIWAY	u. BARRIER OR BARRICADE (Field or Ship)
f. RUNWAY WATCH	n. PARKING AREA	v. FLIGHT DECK
g. LANDING SIGNAL OFFICER	o. EMERGENCY ARRESTING GEAR (Runway)	w. MIRROR
h. RUNWAY	p. A/C SERVICING, HANDLING AND DIRECTING (Field or Ship)	x. OTHER (Specify)

a. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR b. PRESSURE SETTINGS c. WIND OVEN (ECA) d. RELATIVE HEADWIND e. APPROACH SPEED (SPM - 12 READING)

1. MARK NUMBER 2. MODEL NUMBER 3. LOCATION ON SHIP 4. LAUNCHING BRIDLE AND CONFIGURATION USED

5. CATAPULT / ARRESTING GEAR BULLETINS ON NOMOGRAMS USED

6. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS		ACCUMULATED OR PRESSURE (PSI)	COMMENTS (For cable failure specify number of landings and months in service)
			CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT RUN-OUT (WT. LBS.)		
DECK PENDANT						
DECK PENDANT						
BARRIER						
BARRIER						
BARRICADE						

PART	SECTION	ITEM	PART III REMARKS (Continue on additional sheets)	COPY DISTRIBUTION
				ZCC NAVY/NAFACEN DIRECT ZCC BUWEPB DIRECT 1ccCOMNAVAIRPAC 1ccCOMNAIRSDIEGO 1ccCOMCVGTWELVE 1ccBUWEPBREP ST LOUIS 1ccUSN FLT SAFETY LAC OFFICE, DIG, NORTON, AF 1cc COMUSMACV CORPS 1cc CO, NAVPARACHUTE FACILITY, EL CENTRO DATE SUBMITTED TO CDR 19 AUG 1963
			CAPT [REDACTED] USMC, OPS MEMBER COST DAME TO: GOVERNMENT PROPERTY \$ NONE PRIVATE PROPERTY NONE	

PART IV - SIGNATURES OF THE BOARD

(b) (6)

PART V THE ACCIDENT

1/LT G. W. G. SMITH, USMC and his RIO, LT C. H. GUERNSEY were scheduled for a high altitude tactics familiarization flight from NAS Miramar to be flown wearing a pressure suit. Scheduled launch time was 1330. The flight profile called for a CRT take off and subsequent climb to 38,000 feet and a high mach dash run terminating in a thirty degree nose high snap up maneuver, going over the top at some altitude above 50,000 feet. The flight was briefed by a staff instructor, LT (b) (6) who devoted the majority of the brief to the projected pressure suit environment in order to ensure that 1st LT SMITH was fully prepared for this, his first pressure suit flight. LT GUERNSEY is a staff RIO instructor and is experienced in the use of the pressure suit. The pilot and RIO recieved a practical review of the pressure suit from squadron rigger personnel while dressing for the flight. No apparent unusual difficulties were in evidence while the crew was manning their aircraft. Both pilot and RIO made pressure suit oxygen system functional checks while being strapped in. All checks were satisfactory. Following completion of starting and post start checks, 1st LT SMITH taxied his plane to the high power turn-up area. It was noticed that he had, for reasons unknown raised his clear visor prior to taxi. At the high power turn up area 1st LT SMITH questioned his RIO stating he could move the clear visor freely although he had reportedly turned on his oxygen regulator. LT GUERNSEY informed him that this was not normal and that he should check his upper block, regulator, and other fittings for security. Momentarily, 1st LT SMITH reported his oxygen restored, visor sealed and upper block and exhaust hose checked. The flight cleared for take off and a high performance (SCAMP) instrument departure, became airborne at 1408T. Squadron procedures call for dumping cabin pressure at 10,000 feet while climbing as part of the pressure suit controller functional check and noting its operation above 35,000 feet. Upon completion of this check, cabin pressurization is to be restored. 1st LT SMITH forgot to dump cabin pressure passing 10,000 feet, but remembered and commented upon it to his RIO passing 30,000 feet, stating he was going to accomplish it at that time. LT GUERNSEY reported his suit inflation normal and recieved an affirmative response from 1st LT SMITH regarding his own suit operation. This was the last coherent response recieved from the pilot. LT GUERNSEY subsequently instructed 1st LT SMITH to repressurize the cabin, passing 41,000 feet but he failed to respond. About 15 to 20 seconds following the dumping of cabin pressure LT GUERNSEY noted the the nose attitude of the aircraft began to wander in an erratic manner. Approximately 5 minutes had elapsed since take off. He repeatedly tried to gain a response from the pilot without success other than a possible groan heard over the hot mike ICS. Recognizing the seriousness of the situation, LT GUERNSEY broadcast a distress call, stating his position to the controller at FAATC (who was to monitor the dash run on radar), and then repeated the call on UHF guard frequency, stating his intentions to eject. During this time the changes in attitude of the aircraft became more and more diverse with speeds varying from close to supersonic to very slow. LT GUERNSEY believes the altitude to have been about 35,000 feet, speed about 200 knots nose high, with CRT still selected he ejected. All emergency egress systems functioned normally, the only unusual occurrence

being the shattering of LT GUERNSEY'S clear visor after seat separation. This is believed to have been caused by the drogue gun projectile striking it during descent. LT GUERNSEY saw the aircraft only once following ejection at which time it was several hundred feet below him, in a nose low attitude, right wing down in about 90 degrees of bank. The aircraft crashed into the sea within ten miles of the point where LT GUERNSEY was picked up by a NAVY helicopter.

Enclosure (→)

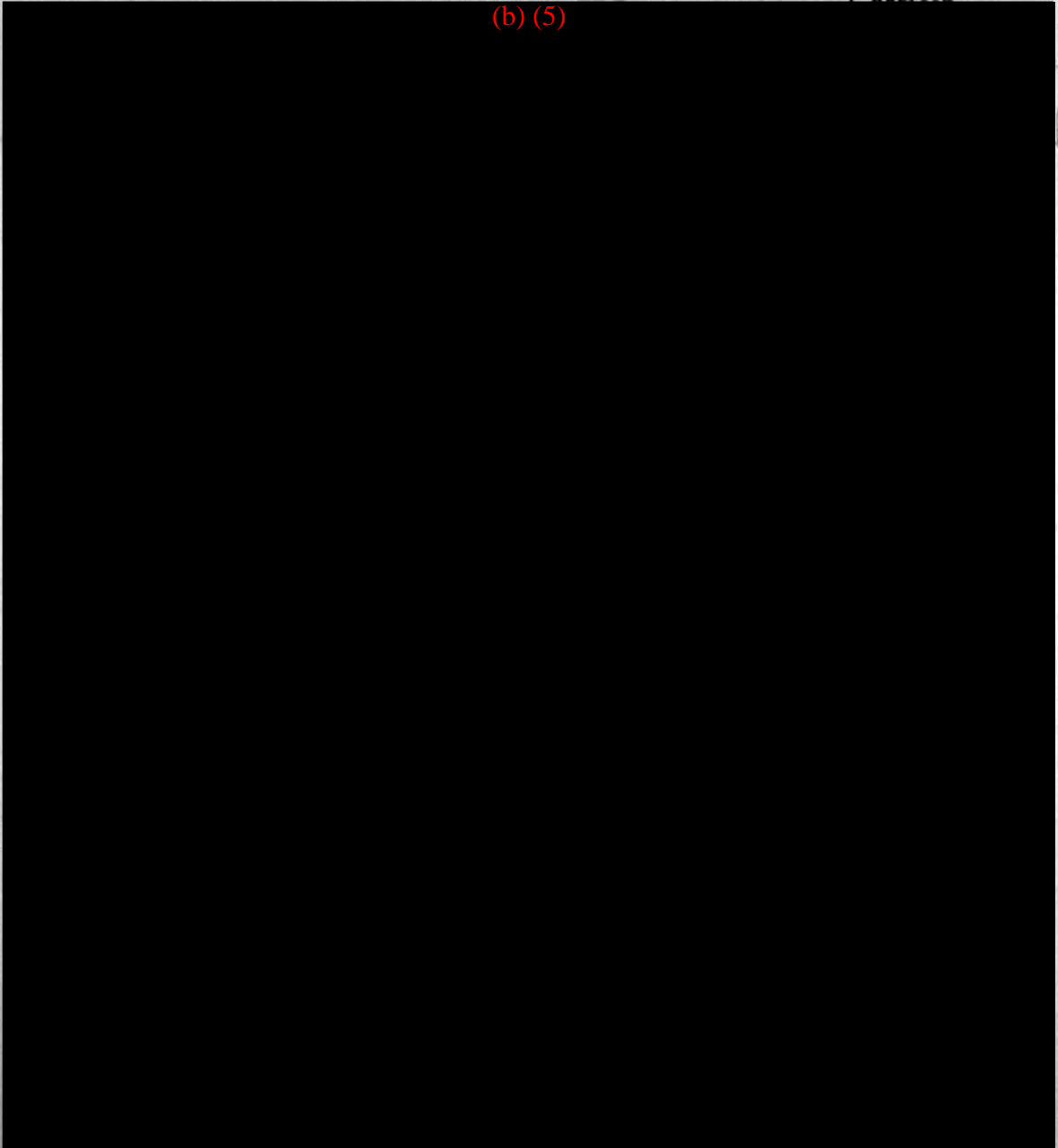
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST 3750.6E

PART VI DAMAGE TO AIRCRAFT

BUNO 151005 sustained strike damage and was lost at sea as a result of collision with the water. Bits of wreckage picked up by SAR surface units included pieces of trailing edge surfaces from wings and stabilator, bits of honeycomb, the LOX converter, two high pressure air bottles out of the nose section of the aircraft, a portion of the pilot's headrest, the pilot's drogue chute and partially inflated, but torn life raft, foam rubber inner seat cushion from the pilots seat pan, the pilot float valve from the center line tank, and a piece of shackle bracket from a wing station. The wire binding on the outer surface of the high pressure air bottles was completely stripped away. The LOX converter was badly battered and broken in several places. The trailing edges of the aircraft surfaces picked up were not distorted to any great extent and there was only minor scraping and a few small holes on the under sides, indicating probable tearing from leading edge aft, then final failure and breaking up. The RIO's raft, seat pan and survival gear were picked up in the condition he left them when he was rescued by the helicopter.

PART VII THE INVESTIGATION & ANALYSIS

(b) (5)



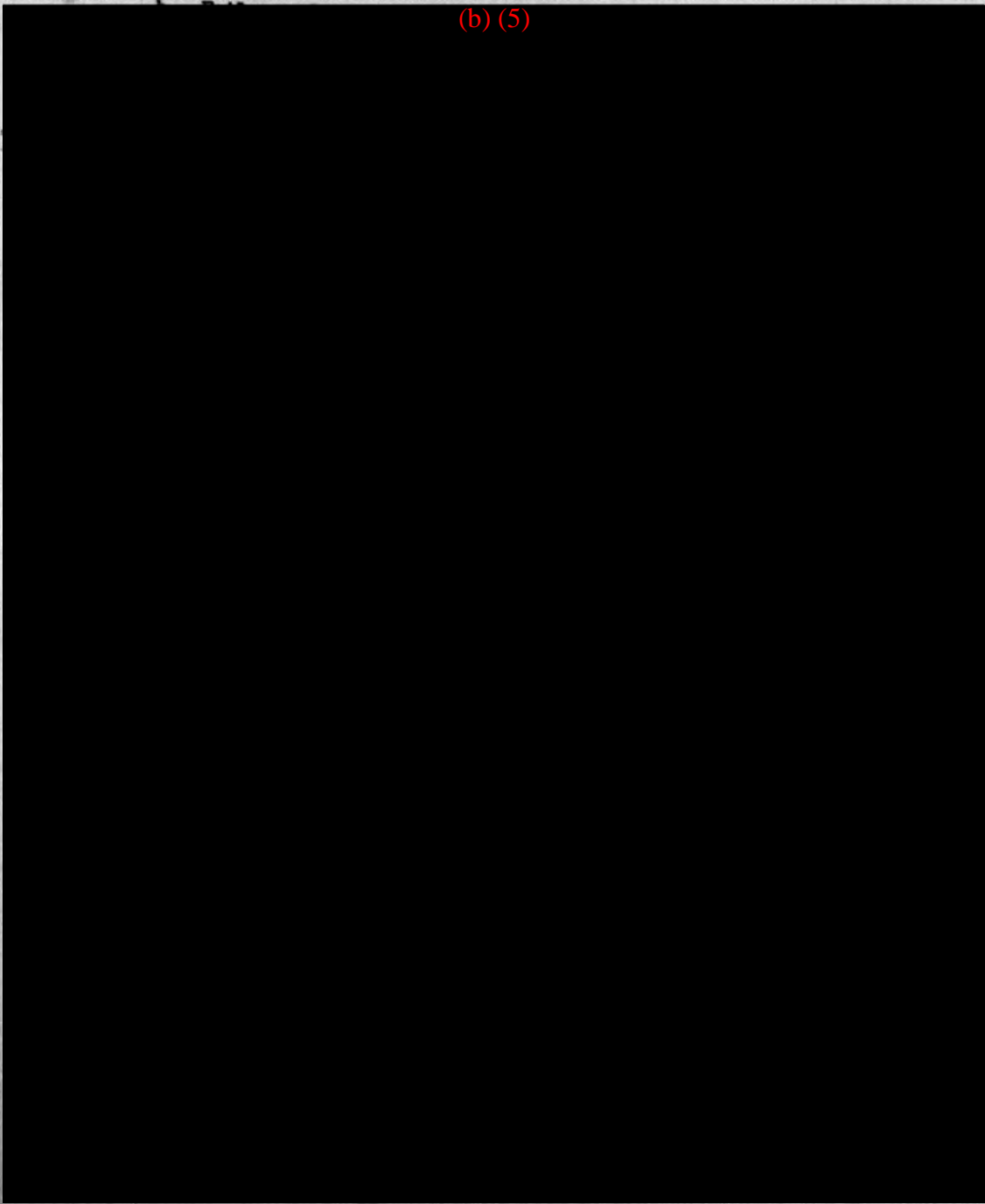
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST 3750.6E

(b) (5)



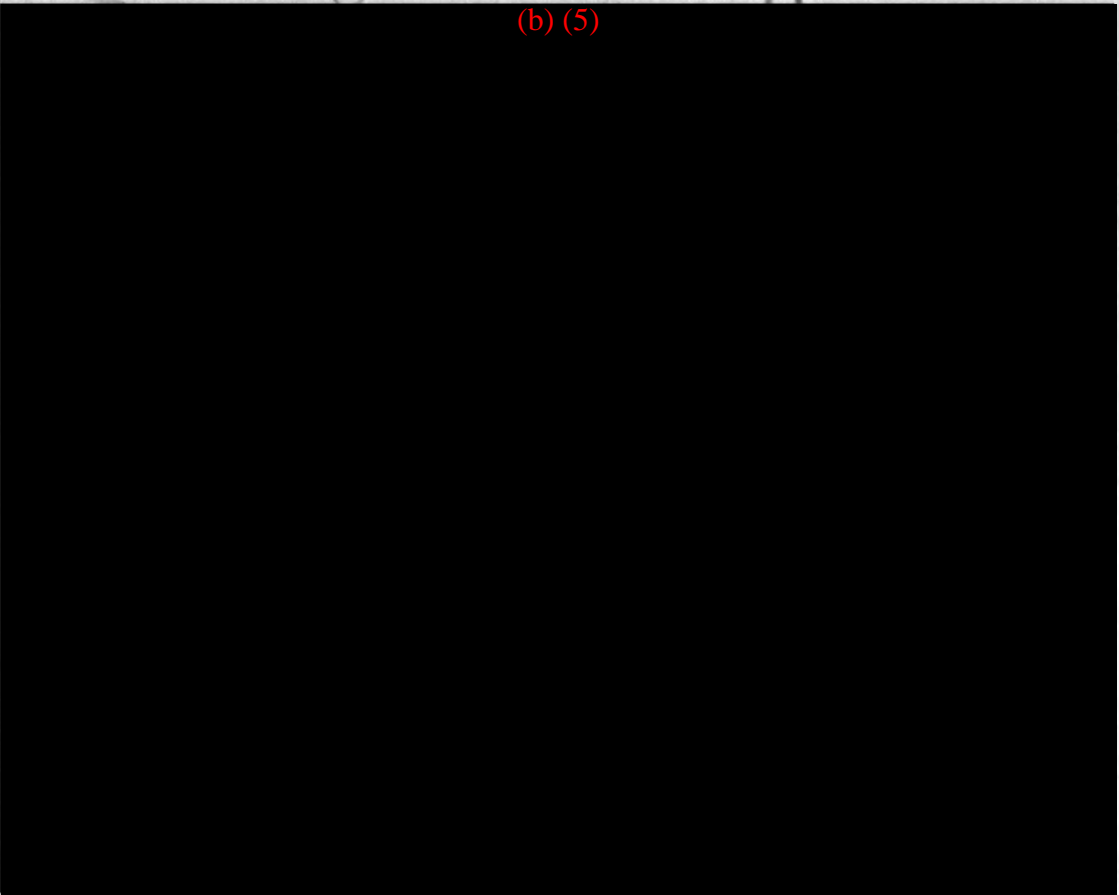
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF CPNAV INST 3750.6E

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OINAV INST 3750.6E

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST 3750.6E

PART VIII CONCLUSIONS

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST 3750.6E

PART IX RECOMMENDATIONS

(b) (5)



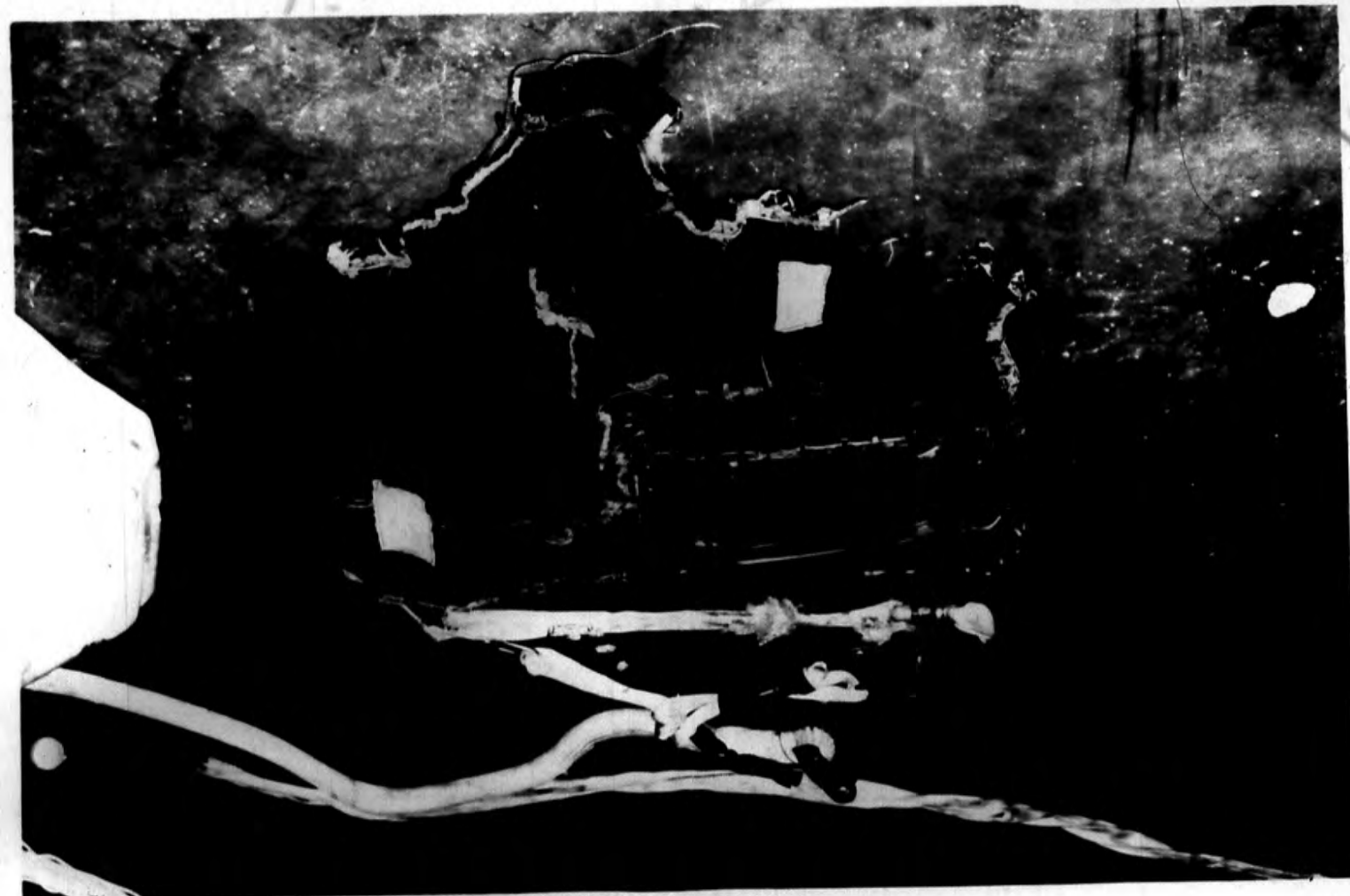
All statements withheld
under exemption (b)(5).

RESUME OF PILOT'S FLIGHT EXPERIENCE

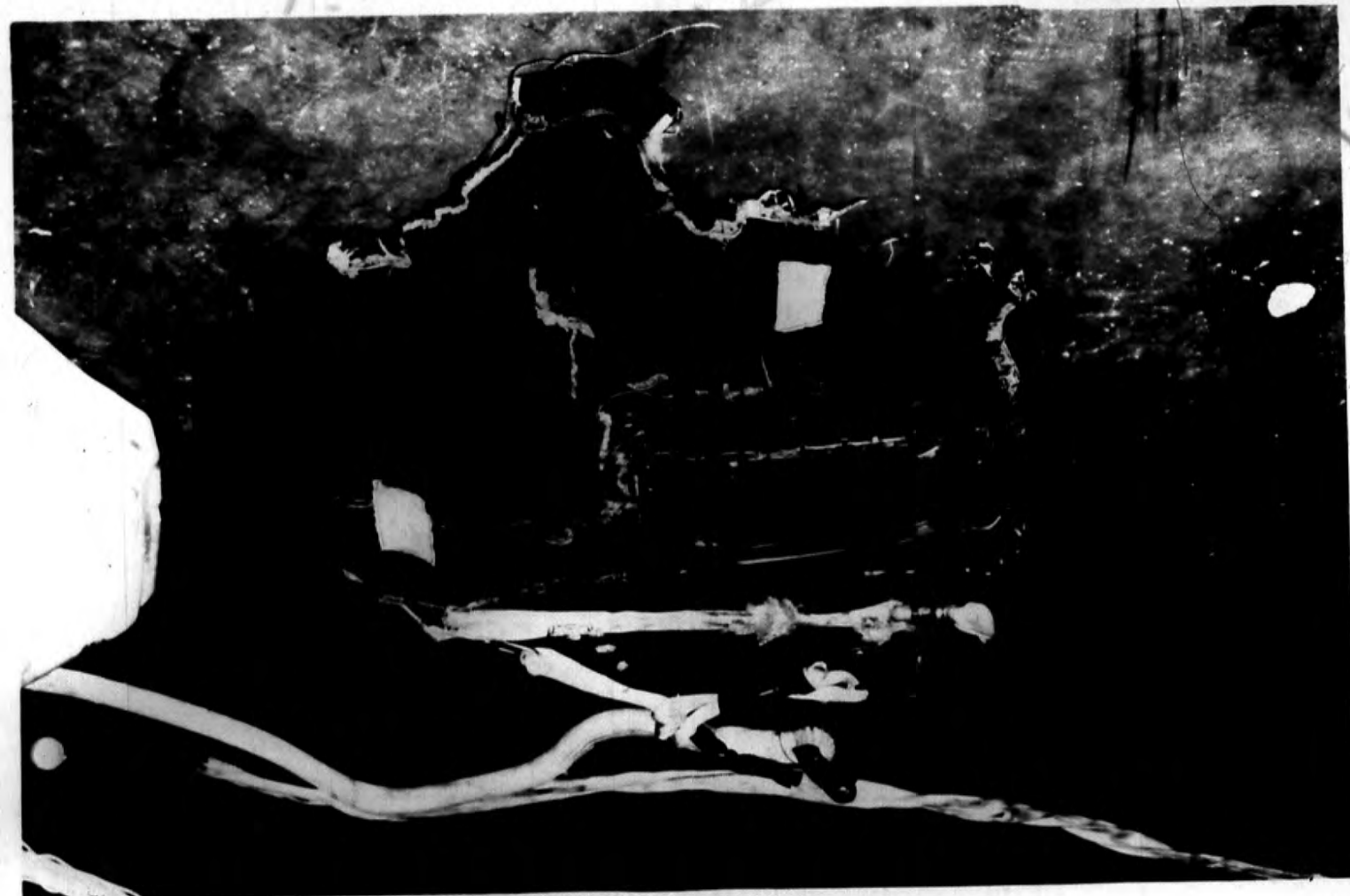
<u>DUTY STATION</u>	<u>TYPE</u>	<u>A/C</u>	<u>FP</u>	<u>CP</u>	<u>DE</u>	<u>SC</u>
Naval Air Basic	Training	T-34	14.9		30.9	
Training Command		T-28	48.2		82.9	
Naval Air Advanced		S-2A	118.2	55.8		92.1
Training Command	Training					
MCAS El Toro	Operational	C-47J	6.4	10.5		
VMT-2 Jet fighter		T-1A	6.7	7.8		
crs	Training	TF9J	39.1	12.2		
VMA 311	Operational	A4	160.2			
VMP(AW) 513	Operational	F6A	84.3		17.1	
		TF9J			4.8	
VF-121	Operational	F-4	17.3			

Enclosure (11)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 66 OF OPNAV INST 3750.6E



ENCLOSURE (12) TO VF-121 AAR SERIAL 3-63A, 31 JULY 1963 F4B BU NO 151005,
pilot SMITH. PORTION OF PILOTS HEADREST AND PROQUE CHUTE LINE. SPECIAL
HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST P3750.6E.



ENCLOSURE (12) TO VF-121 AAR SERIAL 3-63A, 31 JULY 1963 F4B BU NO 151005,
pilot SMITH. PORTION OF PILOTS HEADREST AND PROQUE CHUTE LINE. SPECIAL
HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST P3750.6E.

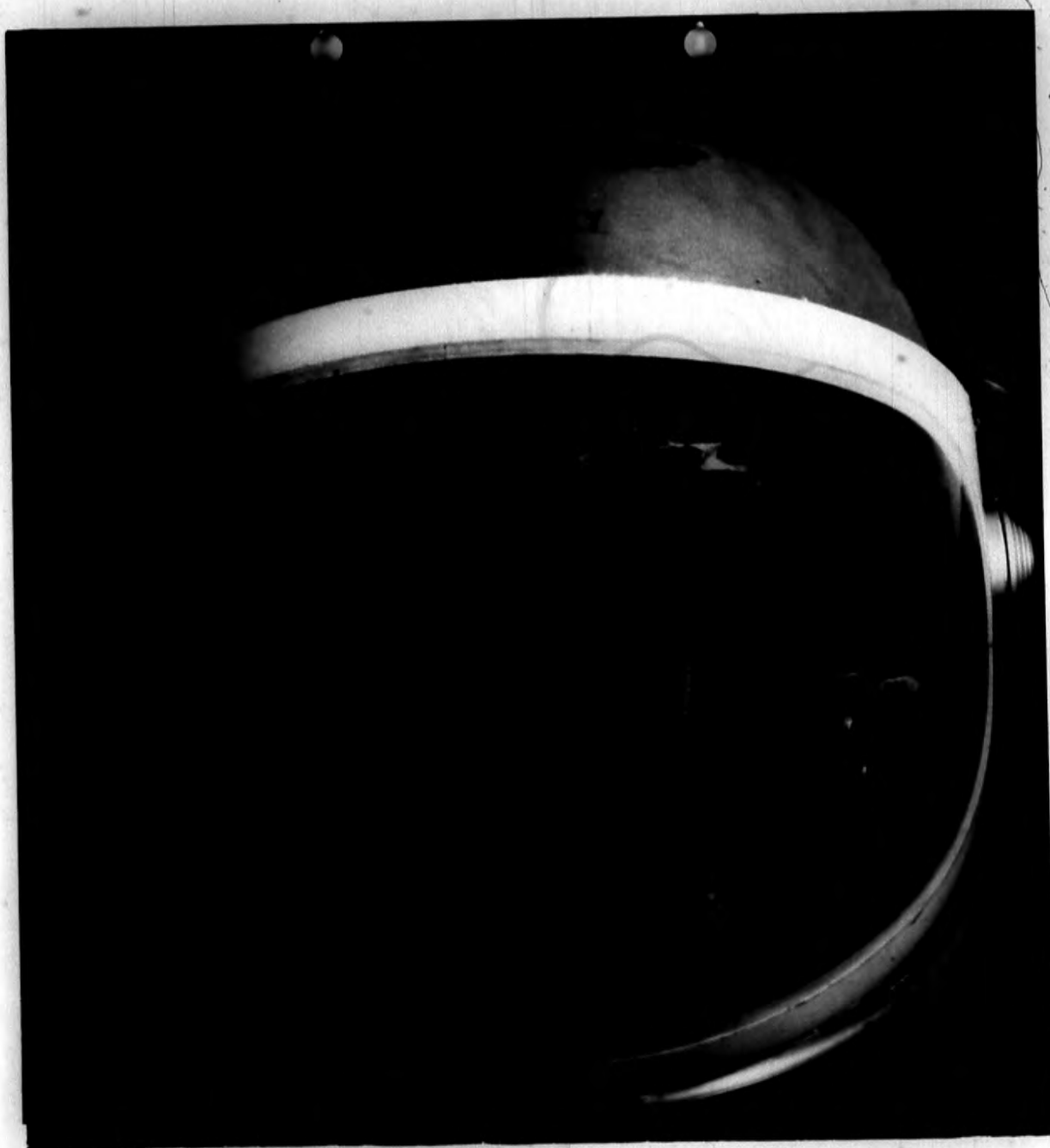


ENCLOSURE (13) TO VF-121 AAR SERIAL 3-63A, 31 JULY 1963 F4B RU NO 151005,
PILOT SMITH. PILOT'S SEAT CUSHION AND RIO'S SEAT PAN. SPECIAL HANDLING
REQUIRED IN ACCORDANCE WITH PARA 66, OPNAV INST. P3750.6E

K



ENCLOSURE (14) TO VF-121 AAR SERIAL 3-63A, 31 JULY 1963 F4B RU NO 151005
PILOT: SMITH. MISCELLANEOUS 'REMARKS. SPECIAL HANDLING REQUIRED IN
ACCORDANCE WITH PARA 66, OPNAV INST P3750.6E.



ENCLOSURE (15) TO VF-121 AAR SERIAL 3-63A, 31 JULY 1963, FAB BU NO 151005,
PILOT SMITH. RIO'S HELMET. SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH
PARA 66 OPNAV INST P3750.6E

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.